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TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

DISARMAMENT CONFERENCE.

LABOUR DEMANDS ADEQUATE REPRESENTATION.

MINERS' WEAPON AGAINST WAR.

LONDON, September 8.

The Trade Union Congress passed a resolution moved by Mr. Thomas M.P., declaring the disarmament conference unsatisfactory unless labour was adequately represented; claiming that the Congress was entitled to appoint representatives; protesting against the British Government's "extensive armaments programme"; and asking for the suspension of all war preparations at least till the disarmament conference has finished its work.

JAPAN TREATY AGAIN.

LATER.

Mr. Thomas, in moving the disarmament conference resolution at Cardiff said that the British delegates must go to Washington free and unfettered, and as evidence of good faith say that Britain should not proceed with building the four battleships laid down this year. Mr. Thomas asked against whom these ships were being built. He said that the Anglo-Japanese Treaty caused more friction in America than anything else. The American people rightly said that if we are bound to take sides with Japan it could only be against America.

Mr. Smillie, supporting the resolution, said that the Miners' Federation had decided that in the event of the threat of international war an international miners' conference would be convoked and the miners of all nations would cease work immediately.

QUESTION OF PRELIMINARY CONVERSATIONS.

LONDON, September 8.

Reuter learns that although the British Government will welcome any proposal to hold preliminary conversations in London prior to the Washington conference it has not been approached regarding the matter. Since the British proposal to hold such conversations was withdrawn two months ago nothing has been done, as it was understood that the United States Government was making all arrangements.

HOME CRICKET.

ENGLAND'S FAIR SCORE AGAINST AUSTRALIANS.

LONDON, September 8.

The Scarborough festival jubilee was celebrated in perfect weather. There was a record crowd, numbering ten thousand. The wicket was hard and fast. Douglas won the toss and the Englishmen batting first made 280 in 243 minutes. Sandham with attractive play compiled 56, and Douglas with careful cricket 61. Woolley made 41. McDonald took three wickets for 99, Mailey three for 91, and Hendry three for 45. The Australians made 30 for the loss of no wickets.

LEAGUE OF NATIONS.

SOVEREIGN STATES MUST AWAIT THE LEAGUE'S PLEASURE.

GENEVA, September 8.

The amendment's commission of the League of Nations has rejected the Argentine amendment for the immediate admission of all sovereign states.

DUTCH NAVY.

CONSIDERABLE INCREASE PROJECTED.

LONDON, September 8.

An Amsterdam telegram states that it is understood the Government intends to submit to the Second Chamber in October a Bill providing for a considerable increase in the Dutch fleet.

HOME TRADE STILL DEPRESSED.

AUGUST FIGURES SHOW BIG DECREASES.

LONDON, September 8.

The Board of Trade returns for August show imports valued at £88,500,000 compared with £153,000,000 for the corresponding month last year, and exports valued at £51,000,000 compared with £115,000,000. The largest decrease in imports is in raw materials and unmanufactured articles. The reduction in exports is almost wholly in manufactured articles.

AUSTRIA AND HUNGARY.

HUNGARIAN COUP.

VIENNA, September 9.

A semi-official message declares that the Austro-Hungarian situation has taken a serious turn, in consequence of the Hungarian insurgents capturing Agendorf and threatening Mattersdorf, the temporary seat of the Austrian government. The latter has now withdrawn to Wiener-neustadt.

FRENCH "BLUEBEARD."

TRIAL IN NOVEMBER.

ON EXCELLENT TERMS WITH JAILERS.

It has been decided that Landru, the French "Bluebeard," as he is commonly known, who is charged with the murder of twelve women, is to appear next November at the Autumn Assizes at Versailles. He has already appeared twice on the ground of irregular procedure in regard to his arrest, but these appeals have been dismissed both by the Courts at Paris and Rouen. Landru was arrested on April 12, 1919, and will thus have been incarcerated for more than two and a half years when his trial takes place.

He is said to be in the best of health and spirits, and is on excellent terms with his jailers. The other day he remarked that prison was the coolest and most peaceful place imaginable this sultry weather.

Mr. Justice Eve authorised the payment to Sir T. Beecham of an allowance of £20,000 a year out of the "worth a guinea a box" business. His counsel mentioned that the bankrupt had been in monetary difficulties ever since the death of his father, by reason of the fact that he had spent a fortune in advancing music in England. Mr. Justice Eve's somewhat astonishing remark on that was: "And what good does that ever do anybody?"

THE DOLLAR.

To-day's closing rate 2/8 5/8
To-day's opening rate 2/8 5/8

CHINA'S CIVIL WARS.

A DREADFUL SACRIFICE.

WU PEI-FU'S RUTHLESSNESS.

With regard to the breaking down of the embankment above Kingkow on August 17 the native press at Hankow publishes the following graphic account, which we have reason to believe is substantially correct. "On August 17 the Chihli and Hunan troops were engaged in battle at Paichow until sunset. Owing to the fire from the naval squadron the Hunanese could not resist and retreated for four or five li. At this point General Wu Peifu himself went on shore from one of the gunboats and, seeing the trend of the battlefield, at once decided to break down the embankment and flood the southern men out. He therefore gave orders to his men to commence digging into the embankment.

Hearing of this dread order, the farmers in the neighbourhood came before the general and falling upon their knees begged him to desist and spare their lives. General Wu, however, turned a deaf ear to their supplications and the digging was continued. The embankment was very stout and only two small holes were made in it, but through these the water swelled into the land behind from ten to 4,000 feet in extent. North from Kingkow, south from Wulinteng and east to Arlanhu the flood spread, covering in all more than 100 li of land with water. No such tragedy as this had been seen since the Chi-Yao year of the Ching Dynasty.

DEATH OF THE INNOCENTS.
When it became known that the embankment was broken the farmers, bringing their young and their aged with them, ran to find refuge; but so rapid was the inundation that they could find none save along those portions of the embankment which were still standing. Now at this time the sun had gone down and the moon was just rising; and therefore the Chihli troops could not well distinguish who were the throngs assembling on the south side of the embankment, and, suspecting the refugees to be southern soldiers, they opened fire upon them. At the same time the Hunan troops likewise suspected the crowds gathered on the northern portion of the embankment to be Chihli soldiers and they also turned their rifle fire upon these unfortunate. Thus, in this sorry manner, more than 2,000 innocent people were killed by the callos guns, while of those who were drowned the number is not smaller than 1,000. All buildings in the vicinity of the embankment were destroyed, while the cattle, autumn crops, and all the wheat that had been reaped, were washed away by the water.

"The people who remain alive in these districts now weep bitterly and murmur that Wu Peifu is but the same or worse than his predecessors despite his celebrated reputation among the northern militarists."—C. C. Press.

MADE IN GERMANY

COCAINE BOUGHT LOCALLY
GETS MAN JAIL.

Revenue officers yesterday afternoon searched the luggage on a Chinese on the Kinsan wharf as he was boarding a sampan to go on board the s.s. "Namsang." They seized 10 ounces of hydrochlorate cocaine. When the man was charged before Magistrate Orme this morning, Chief Preventive Officer Watt said that the drug was sufficient to make 17,500 official doses. The Government valuation was \$7 an ounce. According to a statement the defendant made to the witness after his arrest, he had bought the drug here for \$23.50 an ounce, and could get 100 rupees an ounce for the drug in Calcutta. The drug was made in Germany, and must have either been smuggled into the Colony, or imported before the war.

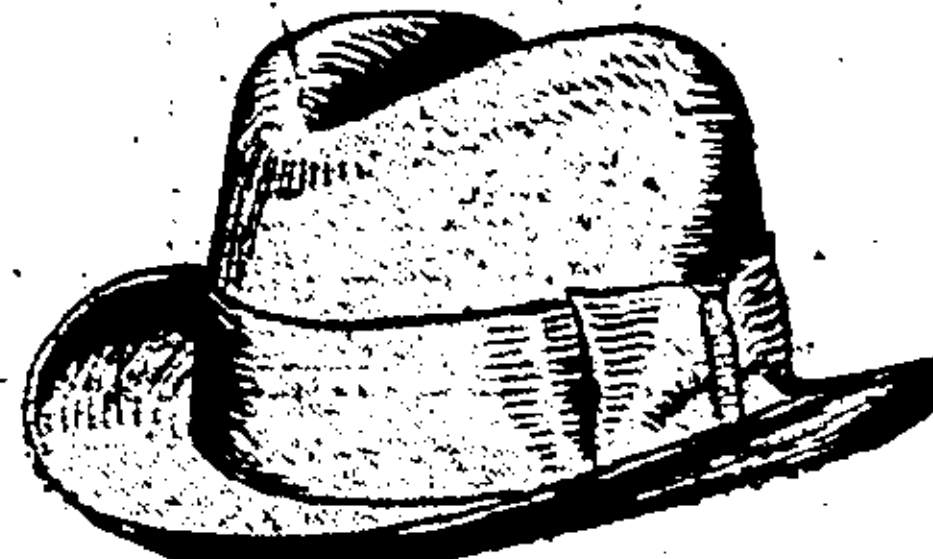
Sentence of three months' hard labour without the option of a fine was passed.

Two hundred cement lamp posts will shortly be erected in the thoroughfares of Canton. In order to meet the estimated cost of \$20,000 exclusive of advertising concessions have been given to a certain company.

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60, Des Vœux Road, CENTRAL.

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Several schemes had to be put before the committees; members were taken away and it was difficult to get the committees together. These delays do not only hang up work, but also drive prices increase its cost. As to the construction of ferry piers, there has been a delay, not entirely due to the shortage of staff—although the staff is very short. We have not had time to turn out the piers, and we had to lay out large platform in order to turn out piers 70 feet long. We are now turning out three a

ties to be faced, but I believe the
not insurmountable. The chance
have got is one of a lifetime, I
think if the lot holders were to
forate and show a spirit of unself-
ness and interest in the com-
munity, that a water frontage might
be presented which would be a credit
to the Colony for many years to come.

—\$885.45. The \$150 is asked to make up the amount required. Approved.

ADJOURNMENT.

Referring to the next meeting of the Council H. E. the Governor it seemed certain that nothing will be ready next week and some

of a ship. The funeral takes place at the Roman Catholic cemetery this evening.

Indefinite whether anything will
ready in a fortnight. H. E.'s propo
that the Council should adjourn
dis was adopted.

TO-DAY'S CABLES.

(Radio Service to the China Mail.)

CABINET'S IRISH DECISION.

SINN FEINERS INVITED TO CONFERENCE AT INVERNESS.

A DEFINITE REPLY REQUIRED.

LONDON, September 8.

An official statement announces that the Cabinet has invited the Sinn Feiners to a conference at Inverness on September 20 to ascertain how the association of Ireland with the British Empire can be reconciled with Irish national aspirations.

LATER.

The Inverness Cabinet conference has broken up. Viscount Fitz Alan and General Macready have returned to London.

PRINCIPLE AND ITS INTERPRETATION.

LONDON, September 8.

In the course of its reply to Mr. De Valera, the Cabinet points out that the principle of Government by the consent of the governed on which Mr. De Valera insisted in his last letter is the foundation of British constitutional development, but the Cabinet cannot accept as the basis of a practical conference an interpretation of that principle which would commit it to such demands as the setting up of a republic and repudiating the Crown. So applied the principle of government by the consent of the governed would undermine the fabric of every democratic state and drive the civilized world back to tribalism.

ENOUGH TALK.

The Cabinet reply mentions that if Sinn Fein accepts the invitation to the conference it will be open to them to raise the subject of guarantees on any points in which it may be considered Irish freedom is prejudiced by the proposals already made. The reply dwells on the desirability of a conference at which any possible Sinn Fein objection that the proposals offer Ireland less than the liberty described can be explored. The reply expresses the opinion that the correspondence has lasted long enough and therefore asks for a definite reply accompanied by suggestions for a conference by September 20.

GRAND TRUNK DECISION.

CITY THUNDERSTRUCK AT £37,000,000 STOCK RULING.

LONDON, September 8.

The City is thunderstruck at the majority decision of the Grand Trunk arbitration board (reported in our earlier cables). The decision is based on the view that but for Government financial support the Grand Trunk must have been forced into a receivership. The stocks in question amount to £37,000,000. The question of compassionate consideration of the shareholders was left to the Government. The shareholders who are practically entirely British, are entitled to appeal to the Privy Council. It is noteworthy that former President Taft's dissenting from the judgment places the value of the stocks slightly higher than the maximum fixed by the Act of Parliament under which the Government assumed control of the railway.

PRUSSIAN MANUFACTURING BOOM.

LOW EXCHANGE ATTRACTS LARGE FOREIGN ORDERS.

BERLIN, September 8.

The September report of the Prussian ministry of trade says that the manufacturing boom continues in most branches of production. The fall in the mark exchange has attracted large foreign orders and home buying is very active. The iron industry has booked orders for months ahead and trade is active in diamonds, cottons, woollens, silks, linens, locomotives, motor cars and chemicals.

LEAGUE CRITICISM.

LORD ROBERT CECIL BLAMES AMERICA FOR MANDATES DELAY.

GENEVA, September 8.

The assembly of the League discussed the Secretariat's report on the work of the Council. Lord Robert Cecil defended the Council's works against M. Branting's criticisms, although he criticised the secrecy of some of its deliberations and regretted the delay in the settling of A. and B. mandates. Lord Robert Cecil declared that the delay was not the Council's fault but the fault of the United States.

GREEKS v. TURKS.

GREEK "VICTORY" NOT CONFIRMED.

LONDON, September 9.

An unconfirmed report of the fall of Angora is apparently baseless. The latest information in London indicates that the Greek attack east of the river Sakaria is at a standstill. There has been severe fighting for four days, and there are now even signs of a Greek withdrawal. The Greek army is about forty miles southwest of Angora.

DISARMAMENT.

VETERAN LAW EXPERT TO HELP.

WASHINGTON, September 9.

Mr. Elihu Root has offered to institute co-operation between the American disarmament delegation and the Carnegie Foundation. It is stated that Mr. Hughes was pleased with this offer; he indicated that it was likely to prove helpful.

MYSTERY GUN.

APPLICATION TO COAL MINING AND QUARRYING.

The name of Sir Edgar Jones, M.P., having been mentioned in connection with the new long-range noiseless gun with which experiments have just been made in America, a reporter asked Sir Edgar if the reports received from America were correct.

He replied: "I have seen it and took a lot of interest in it when I was in New York. But I am not interested in it as a gun, but in its application to industry, particularly to coal-mining and quarrying. It is a very small instrument, that will make blasting with powder unnecessary. These developments are proceeding and one of these days I think we shall have a very considerable and remarkable development."

"It is true that as a gun it will revolutionize gunnery, because it has no recoil and makes no noise. The inventor is not keen at all in applying his discoveries to destruction but in making them applicable to production. And it is from that point of view that I am interested."

"Who is the inventor? He lives just outside London, and is working away to apply the invention to industrial purposes. But as a gun I think our own people were getting ready to use it before the war ended. The inventor is a very clever man. He was a member of the Invention Board, and has several important inventions all over the world. The arrangements for the trials of which the cables speak were made when I was in New York."

"What of its applicability to mining?"

"Well, here is the instrument" (measuring a space of about a foot). "The man with it goes up against the face of coal. He works the instrument, and 'blift' splits the whole face of the coal. Then all he has to do is to get the coal out. It is not a blasting operation. It is just the delivery of a blow at a terrific velocity on a small patch which cracks the whole piece. It will crack granite or slate or any hard rock. It is very small but very complicated and very effective. There is no contact with the air and therefore no sound and no recoil. It is based on new mechanical principles absolutely."

Sir Edgar added that it was too early yet for experiments underground. As to the invention's qualities as a gun, he said the difficulty with big guns hitherto had been that huge guns required huge carriages and a great foundation of concrete. But in this invention there was no noise or recoil. Fired on board ship there would be none of the tremendous concussion which there hitherto had been.

QUEST OF THE QUEST.

QUEEN ALEXANDRA TO INSPECT SHACKLETON'S SHIP.

Sir Ernest Shackleton was received by Queen Alexandra, to whom he explained in detail his plans for the "Quest" to the little-known islands of the Atlantic and the Pacific and the uncharted seas of the South Pole.

On a chart which he took with him Sir Ernest showed his proposed route to Queen Alexandra, who displayed the greatest interest in the expedition and promised to visit the "Quest" when the vessel is brought to London this month.

Sir Ernest Shackleton's letter-bag is one of the most interesting in London. Every mail brings applications from would-be explorers anxious to join the cruise of the "Quest," suggestions, both helpful and bewildering, and requests concerning little-known islands of the Pacific at which the Shackleton-Rossett expedition will touch.

A Swedish scientist invites the investigation of certain areas of magnetic attraction south of the Cape of Good Hope. An ex-Serviceman bases a request to join the expedition as a member of the fact that on the North Russian Expedition, in which Sir Ernest Shackleton served as Director of Naval Transport, he cut the explorer's hair as he sat on a box in the snow.

Several people who have lost relatives in the Pacific have written to beseech Sir Ernest Shackleton to look out for island castaways.

MRS. HAWKER.

HOW SHE HEARD OF HER HUSBAND'S DEATH.

Widespread expressions of regret at the death of Mr. Harry Hawker, the famous Atlantic aviator, who was killed while flying over Burnt Oak, near Hendon, were received by Mrs. Hawker at her home at Hook, near Surbiton (Surrey).

A message from Major-General Sir Frederick Sykes, Controller-General of Civil Aviation, said: "You have my deep sympathy in the great loss of your gallant husband, who attempted and achieved so much for aviation."

When the news of the accident was conveyed to Mrs. Hawker by Mr. Fordam, her husband's mechanic, she was in the garden and, without waiting to put a wrap over her light dress, motored off to the spot where Mr. Hawker was killed. During the journey Mr. Fordam, who had at first merely told her that Mr. Hawker had met with an accident, said, "Be calm, Mrs. Hawker, but prepare for the worst; the accident was very serious." "Is he dead?" she asked, and was then told the sad story.

TRAGEDY OF LORD KITCHENER.

DISCLOSURES IN LORD ESHER'S NEW BOOK.

Lord Escher's book *The Tragedy of Lord Kitchener*, published by John Murray, does not refer to the death of Lord Kitchener, but the purpose of the work is to demonstrate his failure in the administration of the War Office during the years 1914 to 1916, and Lord Kitchener's realization of this terrible fact.

The author points out that Lord Kitchener's temperament was "massive, inarticulate, shy, emotional." He was unable to cope with the lawyers and dialecticians of the Government. Some of his Cabinet colleagues feared and disliked him, and attempted to render his position so uncomfortable as to force him to resign.

An instance of this was the notorious "Shell controversy" in 1915, about which Lord Kitchener wrote: "I am deeply sick of this system of intrigue. If I can get an excuse I shall take it and get out."

Referring to the sigh of relief which went up from the whole country when Kitchener was appointed Minister of War, Lord Escher says: "Lord Kitchener was no longer the 'K. of K.' of the Sudan and South Africa, and Kitchener only was yet aware of the fact."

Lord Escher's book is based upon his diary kept during wartime, which he proposes to deposit in the British Museum sealed up for 60 years.

FANCY NAMES.

POLICE-COURT SUBTERFUGES TO EVADE PUBLICITY.

The singularly appropriate name of a man fined for drunkenness in a London police court led the magistrate to ask whether it was his real name. It was. But the "accommodation" names used by persons dealt with summarily are one of the difficulties which confront London magistrates.

"It is always possible," writes a barrister, "to detain a prisoner until his right name and address are forthcoming; and of course in the case of major offences where there is a demand the identity is always established."

"But in the case of, say, an elderly man, obviously from the country, brought into the station for being 'drunk and disorderly,' if he chooses to stay meekly in the cells and pay a fine next day, or even do seven days—all under an assumed name—there are difficulties in the way of preventing him."

And in any case, by giving a name and address which cannot be verified he often runs the risk of being put back for inquiry—when the prospects of publicity are increased tenfold. So, although there are no doubt scores of elderly and respectable men living in distant towns who have made not altogether blameless appearances at Great Marlborough-street or Bow-street, and no one any the wiser, yet I would not advise any who find themselves in that predicament to follow their example."

ODDS AND ENDS.

MAINLY SCISSORS LOOT.

Earth Pressure.

The continents stand at an average height of about 15,000 feet above the ocean bottom, and their weight, causing a pressure of 15,000 to 20,000 pounds per square inch on their bases, is supposed to be causing a slow creeping of the land into the sea against the 5,000 pounds of pressure by the water at the bottom. The rocks of mines are observed to creep under less pressure. In recent experiments, two hemispheres of rock were fitted together by plane surfaces and a cavity was ground in one or a steel washer was laid on it, and the hemispheres were then forced together by hydraulic pressure continued for months at room temperature. It was demonstrated that a pressure of 59,000 pounds per square inch will close even small cavities in granite, basalt, obsidian or limestone.

Storing Apples in Gas.

In storing apples there is a very interesting alternative to cold storage, known as "Gas Storage." The apples are placed in an air tight chamber filled with the gas produced by the "respiration" of the apples themselves. An electrical instrument is used to determine whether at any time the proportion of carbon dioxide in this gas becomes excessive, and when that condition occurs air is admitted to dilute the gas. The air is kept in slow circulation by its own temperature variations and means are taken to remove excess of moisture. It is stated that this system doubles the time during which apples can be kept in good condition, and that the cost of working is very much below that of any kind of cold storage. The merits of the system are being closely studied by the British Investigation Board.

Congress Time-Clocks.

Americans are chuckling over the proposed bill introduced by Mr. John Kissel in the House of Representatives, which, if passed into law, will require each Congressman to register on a time-clock his arrival and departure, so that his salary will be regulated according to the frequency or infrequency of his visits. The bill would make it possible for a regular and faithful attendant to duty to receive a salary of about \$4,000 a year, instead of the present \$22,000, but whenever a Congressman was absent without good cause there would be deductions ranging from \$80 to \$20 a day. Mr. Kissel declares that there is entirely too much "loafing on the job" by Congressmen, with the result that the daily attendance averages about 150, and most of these are present because they have axes to grind. He declared that if he had his own way he would sack every member who failed to answer a dozen roll-calls.

Paris Landmarks Go in.

Visitors to Paris, who are increasing daily in numbers, will soon note the disappearance of two famous landmarks of widely different character. With an eye to the probability of the usual flooding of the Seine next winter, the authorities have decided to replace the old bridge of La Tourneville by a new bridge with one arch, in order that the river may flow more freely through the city. For some time past it has been suggested that other bridges should be altered with the same object. Massively built in the reign of Louis XIV., the piles of La Tourneville, for a long time resisted all attempts to pull them down, but the work has been partly accomplished by means of dynamite. In the other case the great wheel which faces the Trocadero on the other side of the river, sometimes known as the "Spider's Web," is at length being gradually pulled down. The first attempt at this difficult operation, which was thought to be fraught with great danger owing to the huge size of the wheel, was abandoned as hopeless. The disappearance of the great wheel, which in its dilapidated condition was fast becoming an eyesore, will be less regretted than that of one of the oldest Paris bridges.

A GOOD SUGGESTION.

TRY Chamberlain's Tablets when bilious or constipated. You are certain to be much pleased with them. They are easy to take and pleasant in effect. For sale by all Chemists and Storekeepers.

DAIRY FARM NEWS.

FRESH AUSTRALIAN BUTTER.

"Daisy" Brand \$1.45 per lb.
"Dairy Maid" 1.35 "

CHEESE

Gouda (Full Cream) \$1.25 per lb.
Australian Cheddar 1.00 "
Picnic (own make)50 a Jar.
Goulommier (own make) 40 per pat.

FISH

Fillets \$.80 per lb.
Haddock70 "
Kippers60 "
Red Herrings30 "

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

£100 LUNCHEON.

DIFFERENT RESTAURANT FOR EACH COURSE.

An American millionaire, desiring to visit the most exclusive restaurants of Paris, and having only one day at his disposal, spent £100 on his luncheon.

He was accompanied by his wife and a friend who knows the habits of Paris thoroughly. The party decided to have only one course at each restaurant.

Beginning with cocktails at a famous cafe on the boulevards, they drove up to Montmartre for *hors d'œuvre*, to a restaurant which makes a boast of serving eighty varieties daily.

Then they came down to the neighbourhood of the Opera for fish, which consisted of filled sole with mushrooms.

Next they went to another famous house near the Madeleine for a veal entrée, and to an open-air restaurant in the Champs Elysees for a chicken specialty.

Vegetables—a plain dish of onions, exquisitely cooked—were obtained at a small restaurant on the left bank of the river.

Not far from Concorde the party had chicory salad, and near the Etoile they ordered fruit—expensive fresh pineapple.

Again entering their car, they drove to a most fashionable establishment in the Bois de Boulogne, where they had coffee, liqueurs, and cigars.

"CHU CHIN CHOW."

FAREWELL SCENES AT HIS MAJESTY'S.

At 11.45 one night in mail week the black curtain with the Chinese hieroglyphic fell for the last time on "Chu Chin Chow" (which has been played 2,238 times) at His Majesty's Theatre, London. Men cheered and shouted themselves hoarse, women cried and cheered, and as the theatre emptied the company behind the curtain were still cheering. And many of them were crying bitterly.

The performance finished soon after eleven. Then the curtain went up again on the Rose Garden scene, and Mr. Asche came on alone, as "Chu Chin Chow," very much alive again. He made a happy farewell speech.

Dame Clara Butt, standing in a box, sang two verses of the National Anthem, and the audience joined in at the third verse.

A reporter sat next to Miss Marianne Caldwell, who though engaged to appear as Boston in "Chu Chin Chow" has never played at a single performance. All these years, however, she has received her salary regularly. The last time she saw the play was on the first night—August 31, 1916. The part for which she was engaged was changed before the run began.

"What do you think of it?" I asked.

"It seems as if I saw it only the other day," she said. "I can't say that I have enjoyed doing nothing all these years; I love my work too much."

Miss Caldwell, who is an accomplished actress, was originally engaged for an "infectious" laugh.

LOVE TRAGEDY.

SUICIDE AFTER FUTILE ELOPEMENT.

SCHOOLGIRL SENT TO ASYLUM.

A story recalling one of the violent tragedies of the Middle Ages is reported from Florence.

A youth named Urbano da Barberino, living with his grandfather, the Marchese Ali-Maccari, the Spanish Consul, fell very much in love with a high-school girl called Norina Bucciantini, says the *Stampa*. The relatives of da Barberino opposed the engagement of the young couple, despite his repeated pleas. The two thereupon decided to elope and thus force his family to consent. They slipped one afternoon from their houses and motored to Siena.

Da Barberino's mother met the lovers next day, however, driving back into Florence. She stopped the car on the banks of the Arno and made her son get out. It appeared that upon arriving at Siena the pair of youthful fugitives realised they had no money and were obliged to return.

For a few days the youth was content to continue his studies at the university, confident that finally his family would yield. He sat for his leaving examination, and with such success in the oral portion that he hurried to Norina's house to tell her this good news.

He was coldly informed on his arrival that the eccentricity of the girl's elopement had decided her relatives to place her in the asylum of San Salvi, to be reported upon by doctors.

A few days later young da Barberino walked some miles out of Florence and shot himself by the roadside.

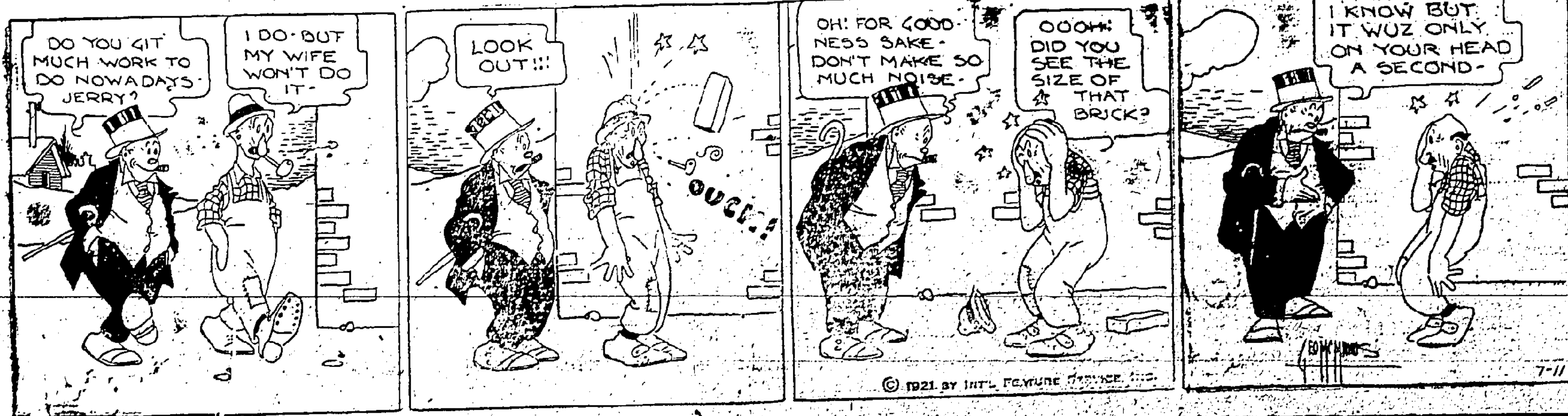
SINGAPORE DOCKYARDS.

ITEMS IN AUSTRALIA'S DEFENCE POLICY.

Senator Brigadier-General Emmott, lecturing at Melbourne on August 1 on the defence policy of Australia, expressed the opinion that the only possibility of Australia being involved in war was in defence of the "White Australia" policy. The first item of the defence policy should be a provision of adequate dockyards in the vicinity of Singapore, and the second should be the provision of adequate naval bases in Australia.

He was assured that if an invading force obtained a footing in Australia it would take Great Britain at least two years of preparation before being in a position to assist in turning out the invader, because of the great distance from Australia of any base from which powerful British warships could operate. He was informed that there was sufficient ammunition in Australia to last three hours, if used on the same scale as in the recent war. Australia had no heavy artillery, and would be absolutely helpless to resist invasion. The Government should encourage manufacturers to establish key industries and install machinery which could be adapted to military purposes, in preference to spending money on the training of troops.

BRINGING UP FATHER.



THE CHARTERED BANK OF
INDIA, AUSTRALIA & CHINA.
INCORPORATED BY ROYAL CHARTER
1853

| | | | |
|----------------------------------|----|----|------------|
| PAID-UP CAPITAL | .. | .. | £3,000,000 |
| RESERVE FUND | .. | .. | £3,600,000 |
| RESERVE LIABILITY OF PROPRIETORS | .. | .. | £3,000,000 |

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for 1 year
or shorter periods at rates which will be
quoted on application.
A. H. FERGUSON.
Acting Manager.
Hongkong, February 23, 1921.

THE CHINA SPECIE BANK
LIMITED.
—
HEAD OFFICE:
St. George's Building, Hongkong.
—
Chairman of board of directors
Mr. Wong Shiu Ham

Chief Manager.....Mr. L. S. Holmes
Asst. Manager.....Mr. E. T. Wong
Hongkong Manager Mr. L. P. AILEN

Foreign exchange and general banking
business transacted.

Current, Savings, and Fixed deposits
bear interests at rates of 2 1/2, 4, 5 1/2

L. S. HOLMES
Chief Manager
Hongkong, October 2, 1920.

BANQUE DE L'INDO-CHINE.
(FRENCH BANK.)

HEAD OFFICE :
18bis Rue La Fayette, Paris.

SUBSCRIBED CAPITAL ... Frs. 72,000,000.00
PAID UP CAPITAL ... Frs. 68,400,000.00
RESERVE FUNDS ... Frs. 68,567,203.50

. BRANCHES :

| | | |
|-----------|----------|----------|
| Bangkok | Hongkong | Saigon |
| Batambang | Monsteer | Shanghai |

| | | |
|----------|-------------|----------|
| Djibouti | Papeete | Tientsin |
| Haiphong | Peking | Tourane |
| Hankow | Pnom-Penh | Yunnan |
| Hanoi | Pondicherry | |

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banques de Paris et des Pays-Bas.

IN NEW YORK: J. P. Morgan & Co.
French American Banking Corporation
Guaranty Trust Co. of New York.

and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
V. MARSOT.
Acting Manager
Hongkong, Nov. 1, 1920.

HEAD OFFICE:
Alexandra Buildings, Chater Road

General Banking and Exchange business transacted.
Loans granted on approved securities.

Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department
K. C. LAU,
Chief Manager
Hongkong, Aug. 17, 1930.

**BANK OF CANTON
LIMITED
—
HEAD OFFICE
HONGKONG.**

General Banking Business transacted.
CURRENT - ACCOUNTS.
2% per annum on the daily credit
balances of over \$100.00.
INTEREST ON FIXED DEPOSITS.
For 3 Months 3% per annum.

For 12 Months 5% per annum.
On demand 2% per annum.
LOOK POONG SHAN,
Chief Manager.
Hongkong, May 24, 1921.

BANK, LTD.
ESTABLISHED 1880

| | |
|-------------------------|----------------|
| CAPITAL (fully paid up) | Yen 100,000.00 |
| RESERVE FUND | Yen 53,000.00 |

HEAD OFFICE—YOKOHAMA
BRANCHES AND AGENTS AT:

| | |
|--------------|----------|
| BATavia | HONGKONG |
| BOMBAY | NEW YORK |
| BURKES ADAMS | OSAKA |
| CALCUTTA | Peking |
| CANTON | RANGOON |

| | |
|-------------------|---------------|
| FINGERTS (MURDER) | SAIGON |
| HAMBURG | SAI FRANCISCO |
| HANKOW | SEATTLE |
| HANKOW | SHANGHAI |
| HOPKINS | SHIMONOSEKI |
| KAI YUAN | SINGAPORE |
| KORE | SOERABAYA |
| LONDON | SYDNEY |
| LOS ANGELES | TSINGTSE |

| | |
|----------|-------------|
| MANTLA | IMANAFU |
| NABARANI | TEBASTAU |
| NABOYA | VLADIVOSTOK |

Interest allowed on Current Accounts.

Deposits received for fixed periods at rate to be obtained on application.

T. KIRIYAMA
Manager.

American Machine and Foundry Company
ALL KINDS OF
TOBACCO MACHINES
AND
THE TWO BEST CIGARETTE MAKING
MACHINES IN THE WORLD
"STANDARD"—600 Cigarettes per minute
"CHICO"—125 Cigarettes per minute
Sole Agents:
ARNHOLD BROTHERS & Co., Ltd.
1A, Chater Road. Phone 1500.

ENTERTAINMENT.

HONGKONG THEATRE.
TO-NIGHT, at 5.15, 7.15 & 9.15
RUTH CLIFFORD
in the biggest universal production
"THE MILLIONAIRE PIRATE"
New Screen Magazine & Comedy.

SHIPPING.

"EMPERESS OF CANADA"

A VERY REMARKABLE VESSEL

The new Canadian Pacific liner "Empress of Canada" has at long last been completed, delayed many months after her time by a succession of strikes on the Clyde, and when the last of the machinery work has been put into her place as the finest liner in the Pacific. It was originally intended that she should go out to Vancouver by way of a yachting cruise, but the constant delays in her completion rendered this plan impossible, and she is to go straight out to her station. Her gross tonnage of 22,000 is sufficient to make her very well worthy of notice, but when a ship that is designed for a sea speed of only 20 knots proves capable of what is up to something over 25, it is a very remarkable vessel, of whom her builders have every reason to be proud. In appearance she is almost exactly like her two predecessors, whose now maintaining the service with a straight stem, cruiser stern and three big funnels between two masts.

THE DOOM OF THE STEAMER.

MOTOR SHIP PROGRESS.

One of Sweden's largest shipping companies—the Johnson Line—has requested Government authorization to sell abroad four of its liners with an aggregate tonnage of 24,400, stating that its present steamship activity brings nothing but loss and that it intends, therefore, to purchase and use motor ships exclusively. In times of such prosperity there is little difficulty in making profits, and it is in trade depressions like that now existing when true values emerge. The announcement which is printed at the head of this column is a telegram received from Stockholm during the past month, and although it is sufficiently startling and convincing to the most conservative-minded individual as it stands, it becomes even more remarkable in the light of further explanation. The Johnson Line, with a fleet of over 20 vessels, owns about an equal number of steamers and motor ships, the tonnage of the latter being somewhat in excess of that of the former. It was the second shipowning firm in the world to adopt oil-engine propulsion—the first vessel, the "Suecia," being built in 1912 and following closely on the pioneer motor ship "Selandia." Since the "Suecia" was put into commission the Johnson Line has added 10 motor ships to its fleet, whilst not a single steamer has been built. In these circumstances it is not to be said that the owners have arrived at their present decision without a vast amount of experience, for they have operated steam and motor ships under competitive conditions within the widest limits of market fluctuations from inconceivably high rates to the present record depression.

It may be recalled that a few years ago the East Asiatic Co. adopted exactly the same policy as that now taken up by the Swedish shipowners. As a result of their experience, extending over a number of years, they decided to sell all their steamers and to become a pure motor shipowning company, and at the present time they own more motor vessels than any other concern, followed by the Johnson and Glen Lines, whose fleets are only slightly smaller.

We thus arrive at this very noteworthy fact, that the two shipowning companies which have the widest experience of the comparative value of steam and motor vessels under all conditions, and each of which owns more ships of the latter class than any other shipping firm, have decided,

as a result of that experience, not only that their new vessels shall be exclusively motor ships, but that they will dispose of their existing steamers in order to build motor ships more quickly, says the current member of the Motor Ship.

In face of these facts, and others which we have brought forward month by month, we think it is not unreasonable to insist that, when shipowners commence again to order new tonnage, the very force of economic circumstances and the indisputable evidence of the advantages of motor ships will render it necessary for them to build only vessels of the latter class (except for the time being) when the largest transatlantic passenger liners are in question. Obviously no excuse can be found for building ships which have already been proved to be a source of "nothing but loss." Shipbuilding costs have fallen considerably during the past six months owing to the price of steel and the diminished labour charges, so that at any moment a revival in shipbuilding may take place, when those who have foreseen the march of events will reap their reward.

GENERAL NOTES.

In the annual report of the Anglo-American Oil Co., which was recently issued, the following note appears:—"The 10,000-ton motor ship 'Naragansett' has fully proved her value both in economy of operation and performance at sea, and the six other 'Sardinia' now also in service, bids fair to improve on this performance." It may be remarked that the 'Naragansett' has been in service more than a year and that the owners also have a large fleet of steam tankers, so that their commendation should carry considerable weight.

The little 'Empress of Japan,' the last survivor of the trio which started the Canadian Pacific service across the Pacific in the early 'twenties, is to be taken off the service and either sold or used as a feeder to the regular liners by picking up passengers and cargo for them all along the China coast. Of under 6,000 tons she is really too small to be put into competition with the fine ships which are flying the Japanese and American ensigns, but at the same time everybody will be sorry to see her go, for she is one of the last remaining clipper-stemmed liners, and is one of the most beautiful yachts-like steamers ever put afloat. In these days when utility is the only consideration allowed to influence the naval architect, it is a real pleasure to find a strikingly pretty ship.

Commenting on the progress in shipbuilding and the present situation, *The Times*, in an editorial, remarked a short time ago—"It is known that motor ships are now paying their way where steamships fail to do so, and it may well be that many shipbuilding orders will be secured in the near future by demonstrating that more efficient shipping, and consequently better paying shipping, can be built than most of that now afloat." This is a point which we have been endeavouring to emphasize for some time past, for it is evident that, although there is admittedly too much shipping afloat, it is largely of an uneconomical type, and will have to be scrapped and replaced by more vessels, says *The Motor Ship*. Hence the first shipbuilders to receive orders when the revival commences will be those who can produce internal-combustion-engine craft.

Near Berlin Cathedral a driver who was the worse for liquor ran over a 70 years-old tradesman and made off at high speed. A watchman jumped into the car and wrestled with him for possession of the wheel. The struggle caused intense excitement among the onlookers, and it was not until the car had passed through several streets and turned more ships of the latter class than any other shipping firm, have decided,

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

| (Direct) | | |
|-----------|------------|-----------------------------|
| "NELEUS" | 13th Sept. | London, Amsterdam & Antwerp |
| "GLAUCUS" | 20th Sept. | London, Amsterdam & Antwerp |
| "ELPENOR" | 27th Sept. | London, Rotterdam & Hamburg |
| "PYRRHUS" | 11th Oct. | London, Amsterdam & Antwerp |
| "TITAN" | 25th Oct. | London, Amsterdam & Antwerp |

LIVERPOOL SERVICE

| (Direct or via Continental Ports) | | |
|-----------------------------------|------------|-------------------------------|
| "NINGCHOW" | 11th Sept. | Genoa, Marseilles & Liverpool |
| "THESEUS" | 5th Oct. | Havre & Liverpool |
| "EUMAEUS" | 7th Oct. | Genoa, Marseilles & Liverpool |
| "TELEMACHUS" | 20th Oct. | Rotterdam & Liverpool |

PACIFIC SERVICE

| (via Kobe and Yokohama) | | |
|-------------------------|------------|---------------------------------|
| "TALTHYBIUS" | 14th Sept. | Victoria, Seattle and Vancouver |
| "TYNDAROS" | 5th Oct. | |
| "PROTESILAUS" | 2nd Nov. | |

NEW YORK SERVICE

(via Suez or Panama) via Suez

PASSENGER SERVICE

| | | |
|------------|------------|---------------------------|
| "ASCANIUS" | 11th Sept. | for Singapore & Liverpool |
| "PYRRHUS" | 11th Oct. | for Singapore & London |

For Freight and Passage Rates and all Information Apply to—
BUTTERFIELD & SWIRE,
AGENTS.

POST OFFICE NOTICES.

Parcel Post Service to Port and places beyond Nanning is temporarily suspended.

It is forbidden to send by Parcel Post Opium, Morphine, Cocaine and other Narcotics except in parcels accompanied by a permit to export issued by the Superintendent of Customs and Exports.

The following regulations which have been made between the Post Offices of the United Kingdom and this Colony for the disposal of Undeliverable Parcels and which will be enforced on the 1st September 1921, are published for general information.

The Sender of a parcel may request at the time of posting that, if a parcel cannot be delivered as addressed it may be either (a) treated as abandoned, or (b) returned for delivery at a second address in the country of destination. No other alternative is admissible. If the sender avails himself of this facility his request must be written on the parcel and must be in the following forms:—

If this parcel is undeliverable to the addressee, it should be—

(a) considered as abandoned—

(b) returned for delivery to—

(The alternative not required for abandonment a parcel which is undeliverable at the original address, or at the alternative address (if one is furnished) will at the expiration of 15 days from date of its receipt in the United Kingdom or 21 days in this Colony, except in the case of a "Post Restant" parcel, be returned to the sender or, if no return address is furnished, it will be treated as undeliverable and abandoned. Such a parcel will be liable to demurrage charge as laid down in para 175 of the Hongkong Postal Guide.

REGISTERED AND PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

| From | Day | To |
|--|-------------------------|-------------|
| Shanghai | SUNDAY, SEPTEMBER 10. | Singapore |
| Japan | SUNDAY, SEPTEMBER 11. | Nagato Maru |
| EUROPE via Suez (Letters and Newspapers) | London | Khiva |
| 11th Sept. | Thursday, SEPTEMBER 15. | |
| Swire | | Ito Maru |
| Japan and Shanghai | | Kikano Maru |
| Manila and Australia | | Nikko Maru |

OUTWARD MAILS.

| For | Day | Time |
|---|-------------|---------|
| FRIDAY, SEPTEMBER 9. | | |
| Samshui and Wuchow | Sing. Ming | 4 p.m. |
| Wafaiwei, Chefoo and Tientsin | Huichow | 5 p.m. |
| Japan | Tientsin | 5 p.m. |
| SATURDAY, SEPTEMBER 10. | | |
| Latavia, Samshui and Sourabaya | Borneo Maru | 11 a.m. |
| "Straits," "Bangkok," "Ceylon," "Madagascar," "L. Marques," "South Africa," "India" | | |
| via Damanstokli, "Egypt" & "EUROPE" | | |
| via SUEZ | Alaska Maru | 2 p.m. |
| Shanghai and North China | Yingchow | 3 p.m. |
| "Straits," "Bangkok," "Ceylon," "EUROPE" | | |
| via SUEZ Registration 5 p.m. Letters | Ascanius | |
| 5 p.m. | | |
| The Parcel Mail will be closed on Saturday, 10th, Sept. | | |
| | Lake Farrar | 5 p.m. |